

[illegible]

Shipping documents will be insured, marine, land, and stored as against fire, theft, and every other possible risk and expense.

Bills of Lading must be produced, freight paid, and delivery orders obtained from the undersigned before any goods can be removed from the wharf.

GIKES, BRIMLEY, and CO.,
Agents.

Captain DAVIES will not be responsible for any DEBTS contracted by him, except witnesses his written authority.

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COOK WARD.—Crown-street Innervator, Tuesday, August 26, at 10.30 a.m.

PITNEY WARD.—Wald-hoop, Darlington, Tuesday, August 26, at 11 a.m.

PHILLIP WARD.—Weightbridge, Haymarket, Tuesday, August 26, at 11.30 a.m.

DENISON WARD.—Fremont, 28 Burton-street, near Hay-street, Tuesday, August 26, at 12 noon.

HENRY J. DANIELA
Sole Clerk.

S. Campbell, 11, 13 and 15
Bricks, Lamp, Fire, and Sheet
Iron, G. & Co. 20, 22, 24, 26, 28
S. Spruit and Furnishing
A. Burph, 61, 63, 65, 67, 69
F. FOOTINGS, Ashford, 100
Blk, cheap. Carlisle, 60
POLLARD Iron Works
Rolled iron. R. G. JOHNSON

10, red, just landed;
best, English Oren Tins,
and and Pipe, Galvan-
ment stores, Circular
all kinds Laid by G.
and Market streets.
Alston, Flooring, Fur
and Mathurst streets.
all sizes and sections,
and Co., 107 Kent-street.

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section with the Public School Cadet Force, which is composed of teachers and officers of the Department of Public Instruction.

The Borah Creek silver mines at Inverell are attracting a good deal of attention for their output.

The proposal to establish a Chinese Consulate at Hongkong has been abandoned.

The Sydney footballers at Brisbane have been successful in a match with 21 injuries.

It is announced that Emin Pasha has arrived at Wundul, on the slopes of Lake Albert Nyangoro, with 6000 tons of ivory.

At the Convention of St. John, North Shore, on Saturday, Cardinal Moran performed the ceremonial duties in a goodly assembly.

A resolution in the Order of the Sisters of Mercy for three novices has been passed by the Brisbane Association's Congress demanding women suffrage, and favouring the eight-hour principle.

To remember columns we give additional reports on the celebration of Arbor Day in various schools of the city and country. The proceedings abroad, without exception, to have been carried out with the same vigour.

PRESIDENT BALMAINER's troops are marching from Valparaiso to meet the insurgents who are unseated within a few miles of the town.

A COMPENSATION statement, showing the railways to the Government of Brisbane for the first fortnight of August in 1890 and 1891, gives results highly favourable to the recently adopted five per cent service between the two capitals.

Mr. Cameron has been elected to the Mayorship of Lanadowne, Governor-General of India.

Vicount Cromer, Secretary of State for the Indian Department, complimenting him on his policy with regard to Egypt.

The sum of £7000 has been demanded by the United States Treasury officials as duty upon Mr. Vanderbilt's yacht, which was purchased by him in England lately.

A decision of the Land Court has held yesterday, when a large number of references and appeals were dealt with.

The railway inspector who was captured by brigands near Salamina has been ransomed by the Government.

A GREEK bishop has been subjected to brutal indignity by a Roumanian mob for interfering in religious service at Pirelli.

This announcement, is that Mr. Cecil B. Harcourt, a Pastmaster-General, is in a critical state of health.

As the annual meeting of the shareholders of the Australian Mercantile Loan and Guarantee Company is being held at the Sydney office, place with regard to the affairs of the company, and it was finally resolved that a printed circular be sent to all depositors, asking them to guarantee to receive their deposits for 12 months after maturity.

In the Import markets yesterday business was generally reported as quiet, there being few important transactions. Country orders are being received by the banks, and the result is strengthening the prospects of some improvement in trade when the roads become passable.

The Customs revenue received yesterday amounted to £9,897.

It is impossible to doubt the desire of the Premier to maintain in its integrity the system of non-political and independent administration which he has so ably identified as his author. At the same time we must confess to the belief that that system has never been placed in such a position of jeopardy as it was in the Premier's declaration that he was not prepared to countenance any othering that certain statements made by Mr. HOYLE required to "be tested by a strict inquiry," which he appeared to be ready to institute. There is no reason to suppose that the Premier has in any degree altered his mind as to the desirability of the system of independent administration, and interest alike of economical railway administration and of political purity. There is no evidence that he has ceased to trust to the system he himself established as fitted to secure these important interests. There is no evidence that he has lost the ability and the spirit with which it has been administered, and the success which it has attained, we have his recent cordial but not more than fair, tribute of personal recognition to Mr. Hoyle for proving that he could have the Premier's administration in Parliament that certain statements made in the House were sufficient to justify the appointment of an inquiry, which could only be conducted by the Commissioners, and especially by the Chief Commissioner, a word of confidence, which would perhaps make his further retention of office of little service to the country and of little comfort or credit to himself. That this would be the effect of the inquiry is a fact so evident as to require no demonstration. We need only ask ourselves how would the head of the Government at the present moment view the carrying of a resolution by the Assembly that the House of Parliament inquiry as to the condition of the finances and the provision for loan expenditure. When, therefore, the Premier seemed to acknowledge that certain statements made in the Assembly would have the effect of dealing so deadly a blow against the railway system as the appointment of a committee or commission of inquiry would certainly give, we naturally ask with considerable interest what these statements are, and on what authority they are made.

The Premier made the answer to the questions early by saying that the statements were those made by Mr. HOYLE, the member for Redfern. Now, first as to the mode in which these statements were made. They were made not before the House in any formal or regular or responsible manner. They were made in the course of an irregular discussion on a notice to go into Committee of Ways and Means. They were made as part of a disingenuous and unparliamentary attack on the loan question, ad valorem duties, land administration, and many other matters. Next we have the point that the statements were made by Mr. HOYLE, an ex-servant of the Government, and that he is now a member of the House. He has chosen by abandoning a position of open hostility and public agitation against the Railway Commissioners and the resignation of his post, and, having chosen the latter alternative, he has chosen to give the official report, the Premier, given in the official report, that he had come into Parliament "to deal out some measure of retaliation, some measure of revenge, for the injustice which has been done to the people."

It is in the form in which the statements were made that the Premier seemed to think made an inquiry into the administration of Mr. HOYLE and his colleagues indispensable. We have further to consider what the character of the statements was. They are in their details. But they are substantially to the effect that the American locomotive engines recently imported for our railways are not suited to our line, that they necessitated some alteration in the platform, that the engines are not well designed, and that they were not wanted for the working of the railways. We have on several occasions given in our news columns the official explanation of the Government as to the character of the engines were imported and the alterations of a trifling and inexpensive character that had been found necessary consequent on their use. We have no desire to deal with the practical and administrative questions involved in the political question, which alone we are now considering. Are these matters which a Parliamentary inquiry could be properly instituted to investigate? As guidance to the right answer to the

We have first to face the fact that under the existing system of political administration matters of detail of this kind were always left to the Railway authorities; and then the question, if Parliament determines to take over details of this sort to its own control, what is the area of responsibility and the Commissioned, which would be left to the Commissioners?

There are some general considerations bearing on this subject which are not likely to be forgotten by the public, however they may be overlooked by the Government. The first is that the Railway is a public utility, and that the system of independent railway control has bitter, relentless, and unscrupulous enemies in the political life of the colony. It is hated for the reasons it imposes upon the opportunities of the community. To be hated on party grounds and on personal grounds by all those who wish to strike the blow which its overthrow would inflict on the statesman and the party to whose motion the measure is due, is a disadvantage which it is difficult to see success by all those who lose no opportunity of decrying the financial position of the colony. It is hated by the large number who seem to think that the State railways exist and should be worked for the interest of the community, and not for the benefit of the community at large. And it is bitterly hated by those of the Railway servants who found their positions injuriously affected by the reforms which it was the first and most obligatory duty of the Commissioners to introduce. It is hated by those who have always have plenty of enemies. If it is to be put in a position of defence and subjected to the ignominy and discredit of inquiry every time damaging statements are made against the system of the Commissioners, the public will have no opportunity will never be wanting. If opportunities of the kind are recognised and allowed by the friends and authors of the system, what chance will it have of bare existence in the day of its enemies? We are not to be misled by the fact that the weight of a straw to such allegations as those which appear to have so strangely influenced the Premier. All that the public cares for is that its comfort and convenience be properly attended to, and that the railway system be properly run out. In both of these respects the public has every reason to be contented with the results of the administration of Mr. Enmy and his colleagues. We believe that as a fact it is amply satisfied, and that if we are to judge the railway from the point of management and, if we may say so, the railway statesmanship of the Chief Commissioner. The public would certainly regret to see that that gentleman's reward for his useful services to the community should be to have he subjected to the humiliation of an inquiry the determination to grant which under such circumstances he would possibly regard as equivalent to a dismissal. And it would above all regret to see this man, who has done so much for the colony, the right to rely for the upholding of the new system, and for its defence against the hostility and the malice of its enemies.

The passing of the resolution by the Legislative Council is a distinct and exclusive use of colonial marble from quarries owned and worked by the State in the public works of the colony appears to have aroused some interest outside, if we may judge from the letters that have appeared in the newspapers. The subject has two aspects for consideration. The one is the principle that the colonial article should be used, and the foreign article be rejected, without regard to comparative cost or quality. The other is the question of the use of the article by the Government, with the resources of the State at its command, shall interpose for the discouragement of private enterprise. It is possible that some of those members who voted for the resolution might have had in their mind such a meaning to it. That is their affair. The point of public interest is that the words of the resolution carry that meaning; and seeing that it is so, it is a little remarkable that those who oppose the resolution should not have touched upon. However, it is better that the matter should have enlisted some attention than none at all; and we may hope that even yet it will be considered as a whole before definite action is entered upon.

Taking the debate and the correspondence together, some light is thrown upon the manner in which things may be managed in a Government department. Here is a question of a political character, and it is not to be understood to be our non-political public service undertakes to settle it. "I had it" (that is, colonial marble), says the late Colonial Architect, "specified for the corridor floors of the Lands Office. . . . Much can be done in a wide range of public buildings to local industries." That specification, had it been carried out, would have cost the colony £5850, when by using imported marble—perhaps, as some of the correspondents indicate, of better quality—the action of the Minister who interfered, £3000 was saved for beneficial expenditure in other ways. But "the corridor floors of the Medical School are also laid with it." The Medical School is a marvel of frugal expenditure, and the saving is nothing surprising in this illustration of its magnificence. What, however, does the present Government Architect say about it? "Here the original contractor filled his petition of insolvency, and his sureties, who were not his, had to pay the bill. I had no reason to doubt their word—that the tiling for which they are receiving about £3 per yard is costing them £6, and that they have the utmost difficulty in obtaining it. I find that the time period of the contract was £2000 to date, though I am of opinion the sureties have done all that reasonable men can do to keep their engagement." This, presumably, is doing much by a little encouragement. It is further reported at this point that the cost of the marble, if procurable, is equal to imported marble at from 25s. to 30s., and which can be laid at a day's notice.

This policy of ordering the use of colonial material with an airy disregard of cost was the only policy followed by the late Government. It is a policy which commands itself to the attention of the taxpayers, who will have to provide the means for carrying it into effect. We have always been ready to admit that in certain cases local production, though involving an increase in cost, is for the purposes of the Government better than importation. The cases are those in which the increase of cost is not too large to be wholly or nearly made up by the incidental advantages of local inspection, the avoidance of the expense of the carriage of the harmonious working of different branches of the same enterprise, and so forth.

An illustration of this was given some time ago in a contract for the preparation of wrought-iron pipes, that the cost of the material was a violation of this principle, and they are disregarded when an excess cost of 125 per cent. is incurred, with nothing substantial to show for it. The point to be kept in view is that the Treasury chest is not inexhaustible. Public

[illegible][illegible]

AY BROS., Wireworkers and Weavers, 411 George-
Large assortment of samples of Wirework to be
inspected. Wirework a specialty.

[illegible]

1.

To Let.
tached COTTAGE, 6 rooms, bath, gas,
near train road, M. Holland, 2 King-
road House, 5 rooms, w. copper, yard
11a. 32 Union-street, Newton.
EFT. off Kent-street, North-
ES to LET. Apply to Mrs. Ives
in Bourke-st. 6 rooms, bath, large
copper, newly done up 2d. Key 24.
USE, J. K. -ter, Gratton-st. W. thrs.
s. laundry, c. 12a. J. Kilmee, Odd-
HOUSE to LET, washroom, copper,
stable. No. 11 Abernethy-street.
and DWELLING to LET, BEVER-
extending back to Kent-street, good business
BOLTON, River.

Cleveland-street, opposite Crown-street
 minute.—HOUSE to LET, 6 rooms, bath,
 and every convenience. Apply Mrs. Isaacs, 10, Coventry-street.
 MOUNTAINS.—FURN. COTTAGE, close
 to, with nice view. 21, Herald Office.
 HOUSE and well-lighted OFFICES to
 ground, second and third floor, fronting
 the river, with a large garden. The
 apartments are perfect, have a fine view,
 and the supervision of the Water and Sewerage
 Commission.
 BULLEN, Herald Office, Hunter-street.
 HURST.—TO LET or for Sale, House
 24 Thomson-street, Darlinghurst.
 HURST.—TO LET, 350 Victoria-street,
 bath, water, gas, and every convenience.
 Apply, 10, HOLLY Kinnear-street.

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To Let or for Sale, Houses and Lodges,
 and other suburbs. Robert, Explains:
PARK'S BAY, Pity-oh!—pretty Cottages
 for sale. They are in New York-st.
BOROUGH, Situated near Maryden-drum,
 very roomy up HOUSES, with
 three rooms, large yard, furnished with
 furniture on premises. This Day.
PARK, Allison-street, between Green-
 lowling-st., North-easter-drum, HOUSE,
 containing four rooms, bath, and
 garden view. On premises, this day.
PARK, I Ridge-street, of Dwellings,
 containing six rooms, kitchen, wash-house,
 and garden view. On premises, this day.
 Apply No. 4 Market-st. Close by.
TOWN-ST., Surry Hills, nine rooms, bath,
 and garden view, very modern conveniences.
MOORE. Handsomely furn. Detailed

STATED AT McMANIS'S Point, drawing, fence, 100 ft. long, 10 ft. high, for partitions
STATION, C. O., 260 George street, near
TO LET on first floor, Mercantile
members, Pitt-street, opposite F.R.O.
TO LET, low rentals, nearly oppo-
site street. 300, 265 George-street.
TO LET, 304 George-st., (near Palm's),
rooms, 3 bedrooms, or flat, 6 rooms,
bath, modern, large hall, central
station, 15th. R. Bauman, Palmer
TON. 2 splendidly situated ROSES,
from train, 6 rooms, kitchen, bath, laundry,
every convenience, rent moderate.
LEAHY and CO., Queens-street, LEAHY and CO.,
K. O. A roomed house in Little
K. O. water, 100 ft. rent \$2.50. Agents,
K. To Let, House, Little-rose,
F. Pearce, agent, Belmont-st., San Francisco.

TO LET. A Great Buckingham-st., bath, gas, copper, & look-out, \$14.
K.—TO LET, A SIX-ROOMED OUTHOUSE on front, bath-room, cupboard, and every convenience, and a handy team.
G. GALE, Avon-st.
L.—TO LET, A. W. PALMER and CO. commodious, centrally-situated, and convenient the sources of every description of merchandise, and the most desirable for the sale of the raws of goods on commission, as otherwise arranged.
Dwelling to LET. In Oxford-st., try. Apply to J. H. B. 100.
N.—TO LET, 213 Elizabeth-st., between and Park streets. A. a 15. Inquire at 25.
Small HOUSE to LET, Sumner-st., try to Chadwell, 268 Sumner-st.
O.—TO LET, city, every convenience. Apply

Garrett, butcher, 211 Green-street.
LET, Large State, dry and well lighted.
 Green-street, 18 Left-street, Circular Quay.
W. L. S. 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751,

WEEK

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Shop and 4-roomed Dwelling, halfpence
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W. W. Weston, 100
100 rooms and kitchen, bay
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W. Weston, 100
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ley-st. N. K. or W. Weston, 100
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four rooms, balcony, stairs, large yard; suit-
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Apply on premises above No. 38.
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WAREHOUSE, 500 Park street, between Market and Park streets, to lease on four sides; specially suited for **LIQUOR**.

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 OMMOLOO.—Shop, *Rice and Lard*
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 USE to LET.—House centrally-situated
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 USES, cheap, loans 5 years.—*Optical*
 Warehouse, 185 (Larabee-street) city
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 EYE.—HOUSE, close from, elegant
 EYE.—Spring, dining, and a bed room, kitchen
 hot and cold, city water, gas, and
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 EYE.—Saddler's SHOP, in first-class
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ed and published by JOHN PARNER in
dis of the Sydney Morning Herald, Sydney
, Tuesday, August 26, 1901.